

**Monaco Gran Prix Miniature Racing Club**  
**MGPMRC**  
November 16, 2009  
**Rules, Procedures and Technical specifications**

**Class Rules / Specifications:** ProTrack/H&R Sprint

Oval Racing, Spring/Summer 2010

**Car:** 1:24 scale replica of the type of car raced at many local oval tracks around the country known as Sprint . The spirit of the class is a line-up of cars such as might run at any of those tracks on any given weekend, not necessarily an exact duplicate of any existing car. Due to the many different sanctioning bodies class descriptions and the desire to avoid any confusion on what this class is meant to represent, see the drawing below.

**Body:** 1/24th scale Lexan body The body must fully cover the chassis may and not be visible through any of the car's windows. The windows may be cut out though masking them and keeping them clear is highly recommended. It is allowable to paint the body, interior and driver as desired but each must retain a prototypical appearance. The body may be mounted via pin tubes, Velcro, screws, or tape. The body must display 3 race numbers. (1 on each door and 1 on the roof)

*Specifically for this class:*

- ✓ *The tires may protrude from the body to the maximum width for this class, as do those of the real cars the chassis, motor, tires, etc.*

**Chassis:** Must be 1/24th scale First or Second Generation Pro-Track chassis or the H&R Slider chassis with no modifications allowed other than those specified here. Weight may be added. A front axle mount may be added using tubing or oil-lite bearings. The front axle, rear axle, the motor and/or the pickup mount may all be braced or strengthened if desired. Axle bearings may be soldered or glued in place. Chassis must pass the minimum clearance test. The weight may not be in the form of brass, piano wire or some other structural material intended to enhance the original chassis. The body mounting brackets may be modified or fabricated of a suitable material to allow them to reach the body sides. If the 2nd generation Pro Track chassis is used it must be in the inline drive configuration. A bumper or pickup protection loop may be constructed from brass or piano wire and soldered / glued to the front of the chassis. A side nerf bar may also be added, as appropriate for this style of car, but not pose a hazard to corner marshals and may not exceed the overall width of the car (3 3/8").

**Wheels / Tires:**

Only the original Pro Track or H&R wheels as supplied with the chassis are allowed. If replaced, must be exactly as the originals. The front axle may be 3/32" or 1/8" diameter. The rear axle must be 1/8" in diameter. Replacement front wheel and tires sets are manufactured by Pro-Track and are part number 400. They are 27 mm in diameter, .10mm wide with the wheels approximately 17mm in diameter. Similar wheel and tire sets are available from H&R.

*Specifically for this class:*

- ✓ *only replacement rear silicone tires from K&D are allowed (these may be purchased / ordered from the club store).*

**Motors:** Only the Cheetah II, any generation H&R Racing, or Club Motor is allowed. Lead wires may be replaced. The motor must be visible through the opening in the bottom of the chassis. The motor may not be modified in any way.

**Gears:** May be replaced but must be 48 pitch as original. Gears are subject to ground clearance restrictions.

*Specifically for this class:*

- ✓ *9 or 10 tooth pinions are allowed as are 33 or 35 crown gears.*

**General:** Minimum ground clearance is 1/16" (.0625") for everything except wheels and tires and guide flag. Note that this includes the gears.

*Specifically for this class:*

- ✓ *Maximum overall width to outside of wheels and tires is 3-3/8" (3.375").*

**Track Power:** This class will be run on Low Power as defined by the MGPMRC rules.

**Tech Inspection:** The determination of technical qualification for the event rests upon the discretion of the Technical Director. Either pre-race or at the conclusion of a race, if the results are challenged or at the discretion of the Technical Director, any car may be given a thorough breakdown inspection with the body removed. At that time the car may be disqualified at the determination of the Technical Director resulting in the removal of that car and driver from all points scoring positions for that race.